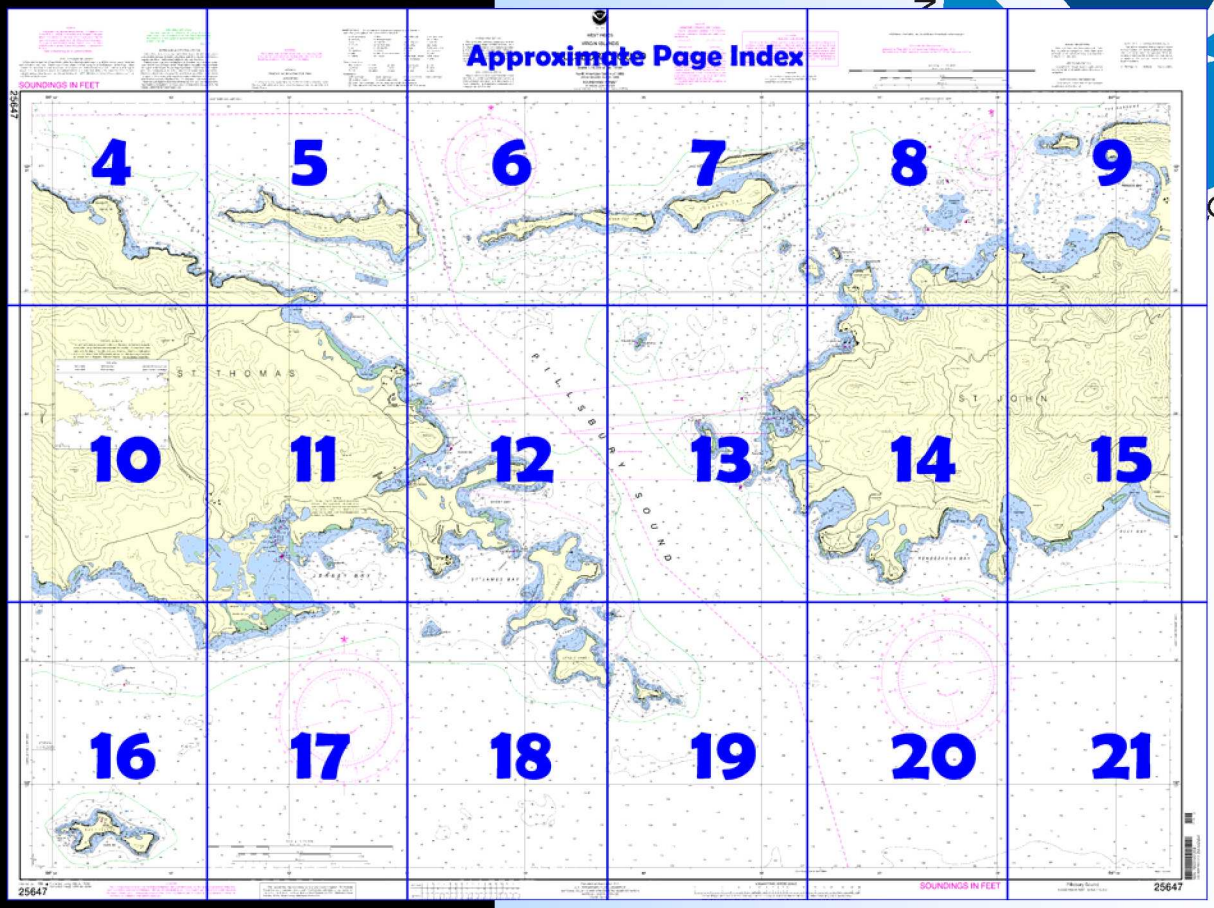
BookletChart™

Pillsbury Sound

(NOAA Chart 25647)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

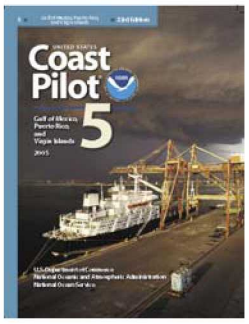
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 14 excerpts]
(65) **Redhook Bay,** at the E end of St. Thomas Island, consists of a S arm called **Muller Bay** and the W arm, **Vessup Bay.** Ferry boats to St. John Island use a small L-shaped pier in the NE part of Vessup Bay. In 1972, a depth of 9 feet was reported at its face. The channel through Redhook Bay into Vessup Bay is marked by private buoys. A marina is 200 yards W of the L-shaped pier. Berths, gasoline, electricity, water, ice, and marine supplies are available. Repairs can be made to gasoline or diesel engines and to some electronic equipment. The National Park Service maintains a L-shaped pier on the S side of Vessup Bay; in 1972, depths of about 6 feet were reported alongside.
(67) **Pillsbury Sound** is the body of water between St. Thomas, St. John, and the cays which bound the sound on the N side, forming an excellent roadstead about 2 miles in extent E and W and 1.5 miles N and S. This area is quite secure against rollers and all winds except from the S which blow only in the hurricane months, but the area can become quite rough. The current attains a velocity of 2 knots.
(68) The depths in the sound are somewhat irregular, varying from 41 to 111 feet. All the main passages leading to it are deeper than the mean depth of the sound itself.
(71) **Mingo Cay** is 186 feet high. Between Mingo and Grass Cays is a narrow shoal passage with a bare rock 15 feet high close to the middle. Several bare rocks are E of this rock. **Lovango Cay** is E of Mingo Cay and separated from it by a shoal passage 300 yards wide; the tidal current is strong in the 13-foot boat channel. Several houses and two private piers are in the bight along the S shore between **Murder Rock** and the SW point. **Blunder Rocks,** 250 yards E of Lovango Cay, are 4 feet high. **Congo Cay,** a narrow pointed cay N of Lovango Cay, is separated from it by a channel with depths of 13 feet. **Carval Rock** is 0.3 mile E of Congo Cay. There are several smaller rocks between it and the cay.
(73) **Windward Passage** extends between Lovango and Durloe Cays; it is 0.3 mile wide. **Durloe Cays,** within the entrance, cannot be mistaken. On the W side of the channel are Carval Rock and Blunder Rocks. Vessels of deep draft may take the passage between Lovango and Durloe Cays. If the wind dies, sailing craft may anchor at any time; the bottom is coral and broken shell in less than 60 feet. With the NE current running against the wind, this channel has a race that looks like broken water. Through Durloe Cays and between them and Hawksnest Point on St. John Island are deep and clear passages, but these are not recommended.
(74) **Middle Passage,** between Grass and Thatch Cays, is about 0.3 mile wide and presents no difficulties to powered vessels, the only dangers being a small rock awash nearly 150 yards W from the W end of Grass Cay, which is easily seen. Sailing vessels generally use this passage in leaving the sound. It may be entered from the N even on the ebb, provided the trades have not too much of a S slant.
(75) **Leeward Passage,** between Thatch Cay and the N side of St. Thomas, is about 0.4 mile wide, with general depths of 60 feet or more. A privately marked fish haven, covered at least 60 feet and centered in 18°21'12"N., 64°51'21.5"W., is near the E end of Leeward Passage.
(76) Tidal currents with velocities up to 4 knots in Middle Passage and Windward Passage, and weaker currents in Leeward Passage, have been reported.
(78) **Dog Island Cut,** between Dog Island and **Little St. James Island,** has depths of 17 to 55 feet. Two submerged rocks are in midchannel at the N entrance to the cut in about 18°18'08"N., 64°49'11"W. The cut should be used only by small boats with local knowledge. **St. James Cut,** between Little St. James Island and **Great St. James Island,** has depths of 15 to 22 feet, but caution is necessary to avoid **Welk Rocks** in the E approach and **The Stragglers,** Stragglers, The 25647on the W side. A rock awash is about 125 yards NW of the NE point of Little St. James Island. A reef extends from this point almost to the rock.
(79) **St. James Bay,** between Great St. James Island and the E end of St. Thomas Island, provides secure anchorage in depths of 23 to 50 feet, except in hurricanes. Small craft can anchor securely in Christmas Cove either N or S of the small cay 300 yards offshore. **Cow Rock,** 7 feet high, is the W of a group of rocks in the S approach to the bay. **Calf Rock,** 5 feet high, is the E rock of the group.
(80) **Current Hole,** at the N end of St. James Bay, provides a passage from the S coast of St. Thomas Island to Pillsbury Sound. **Current Rock,** 13 feet high and marked by a light, is in about the center of the passage. A depth of 24 feet can be carried through the 100-yard-wide channel E of the rock. The current velocity reaches a maximum of 3 knots through Current Hole and sets N and S. To stem the current, sailing vessels using the passage should await a N current and a steady breeze.
(82) **Jersey Bay,** W of Cowpet Bay, is 1.4 miles wide between Deck Point and the cays E of **Long Long Point.** The bay has several cays and dangerous rocks scattered throughout the W part. A 7-foot spot is about 0.25 mile E of the E point of Cas Cay. **Benner Bay,** locally known as **The Lagoon**, is a smaller bay in the N part of Jersey Bay. It is one of the most protected small-boat harbors on St. Thomas Island.

Table of Selected Chart Notes

Corrected through NM Jul. 29/06
Corrected through LNM Jul. 25/06

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scalle 1:15,000 at Lat. 18°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOW WATER

NOTE B

Benner Bay Channel has been reported shoaled. It is suspected that some piles, which could not be located, may be broken off below the waterline. Mariners are cautioned to seek local knowledge prior to transiting the area.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.165" southward and 1.499" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey, and the U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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WIRE DRAGGED AREAS

The area outside, or offshore, of the solid line has been swept clear to a depth of 42 feet. The areas between the solid and broken green lines have been swept clear to a depth of 36 feet.

1924-1927

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SOUNDINGS IN FEET

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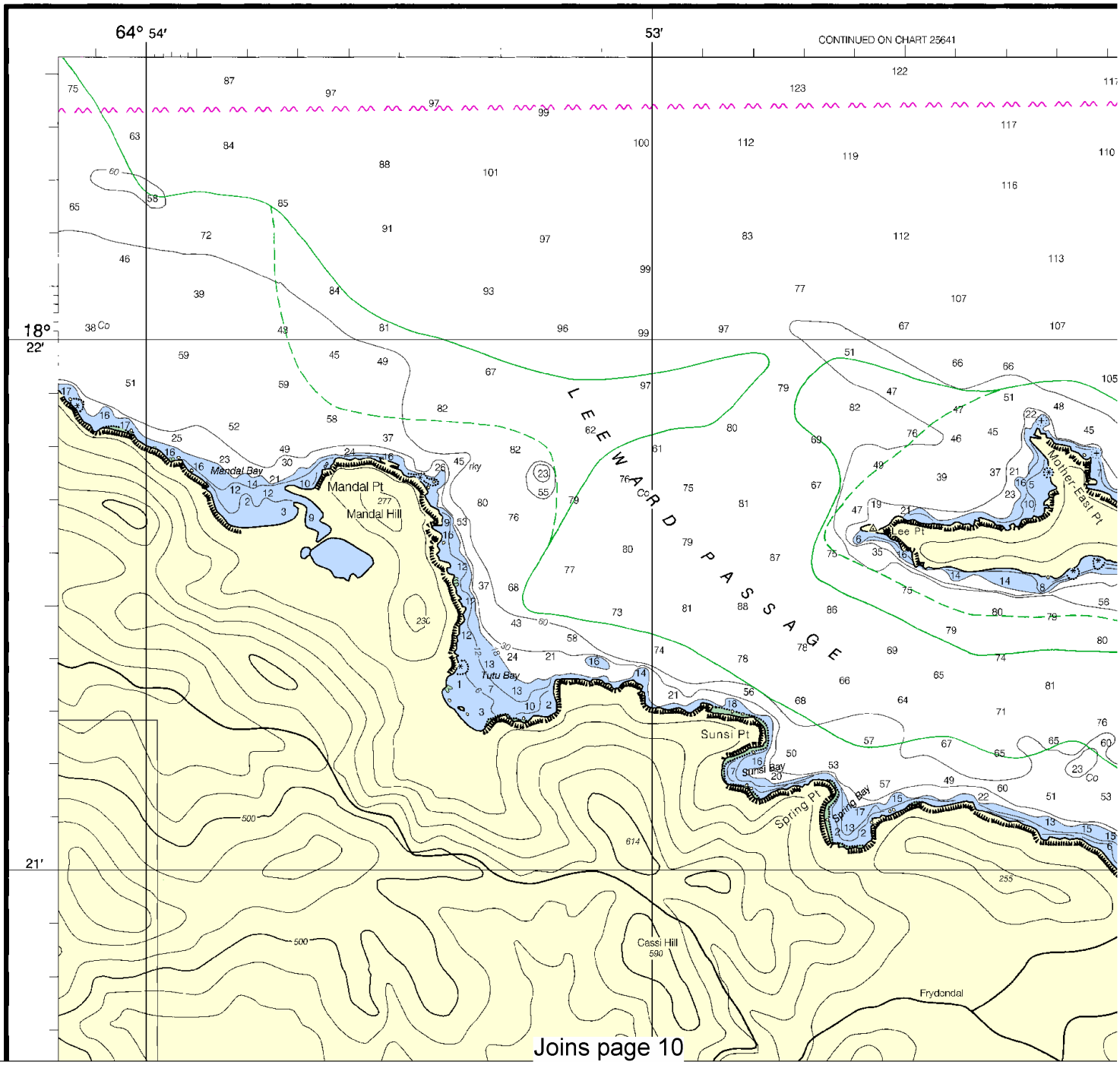

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

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AUTHORITIES
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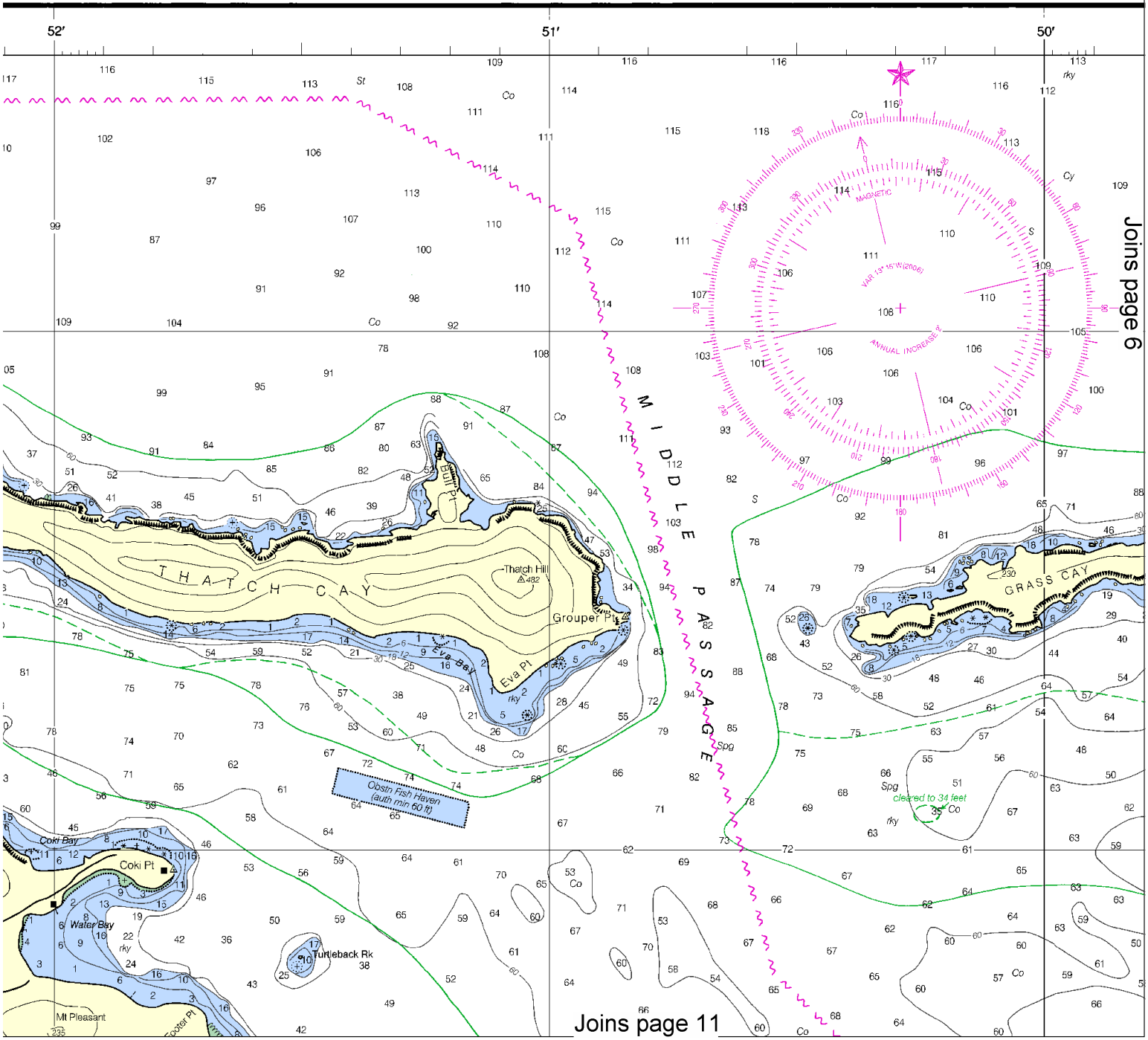

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 938, 1st Ed., Feb. 194

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51′ 50′

Joins page 5

MIDDLE PASSAGE

CHCAY

GRASS CAY

Thatch Hill 482

Grouper Pt

Eva Bay

Eva Pt

Obstn Fish Haven (auth min 60 ft)

Turtleback Rk 38

cleared to 34 feet

MAGNETIC

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ANNUAL INCREASE 9'

Joins page 12

North

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
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Yards
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CAUTION
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500

49′ 48′

CONGO CAY
LOVANGO CAY
MINGO CAY
Congo Pt
Carvel Pk
Plunder Rks
Murder Rk
"C"
Priv
(15ft rep 1988)
WINDWARD PASSAGE
Data Cay
DURLOE CAYS
Ramgoat Cay
Wreck rep
PA (1998)
Henley Cay
Hawksnest
Hawksnest Pt
DURLOE CHANNEL
Hawksnest Peninsula

Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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Additional information can be obtained at r

COLREGS, 80.738a (see r

International Regulations for Preventing Collisior

The entire area of this chart falls seaward of the

SCAL

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CONTINUED ON

Joins page 7

Congo Pt

CONGO CAY

LOVANGO CAY

Murder Rk

Blunder Rks

Caryal Rk

WINDWARD PASSAGE

Y "C" Priv PA (15ft rep 1988)

Y "C" "JE" Pri

Y "JD" Fl Y 2.5s Priv

Y "D" Fl Y 4s Priv

Tata Cay

DURLOE CAYS

Ramgoat Cay

Wreck rep PA (1998)

Hawksnest Rk

Henley Cay

Hawksnest Pt

DURLOE CHANNEL

Hawksnest Peninsula

HAWKSNEST BAY

Subm coral

Perkins Cay

MILL

Priv aids

Joins page 14

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

at nauticalcharts.noaa.gov.

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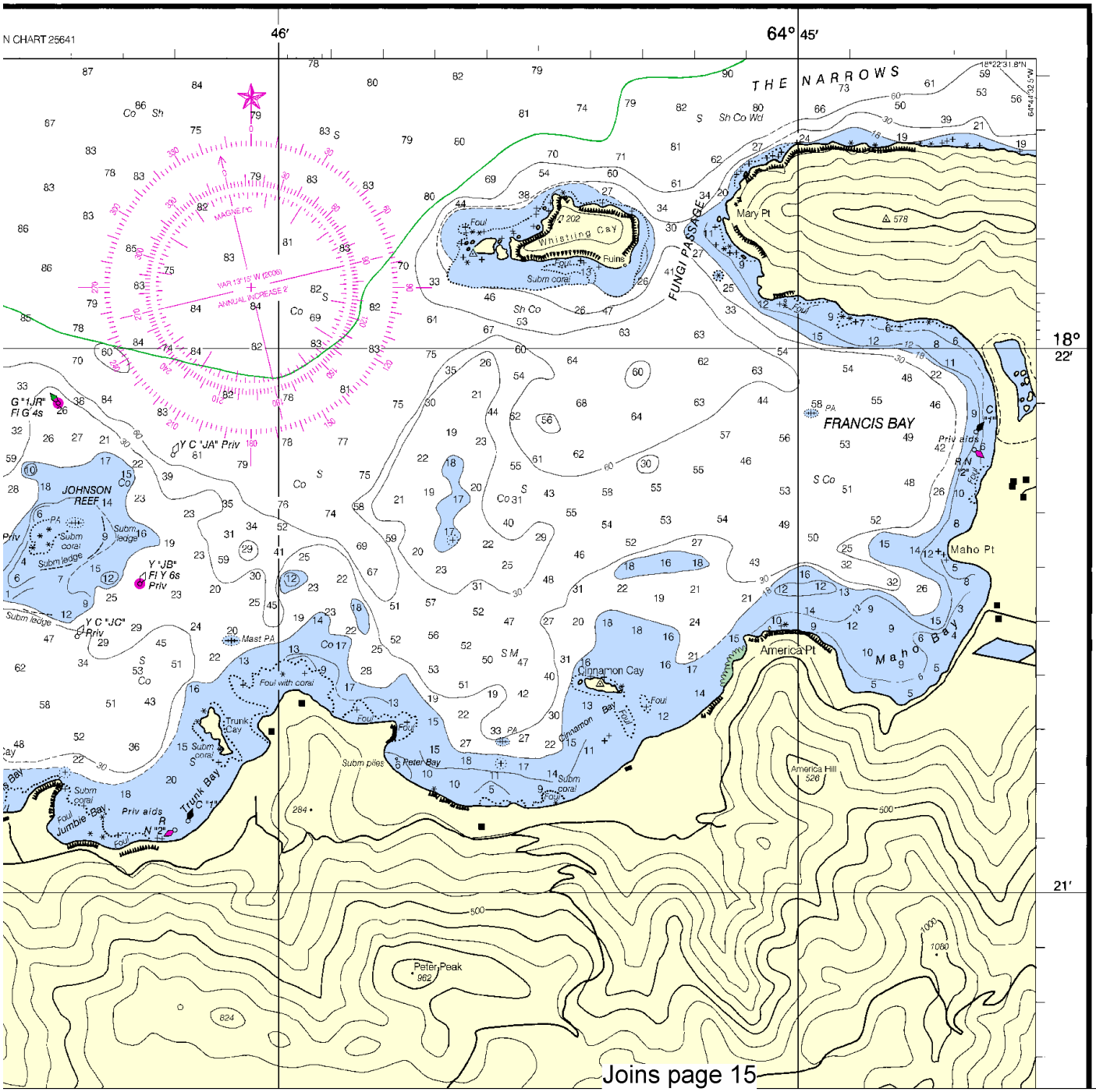
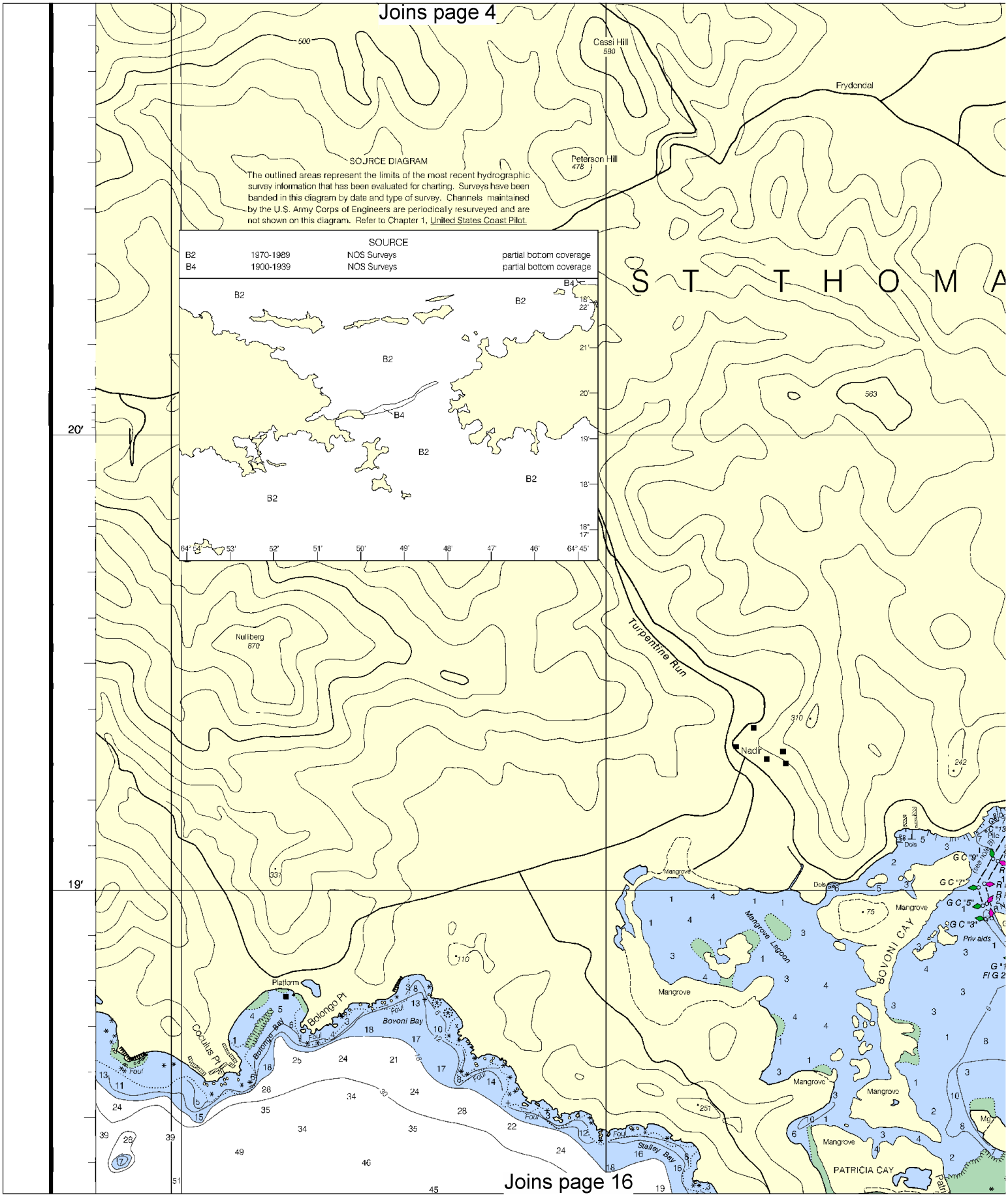
St. Thomas, V.I.	WXM-96	162.475 MHz



Joins page 15

Joins page 4



Joins page 16

North

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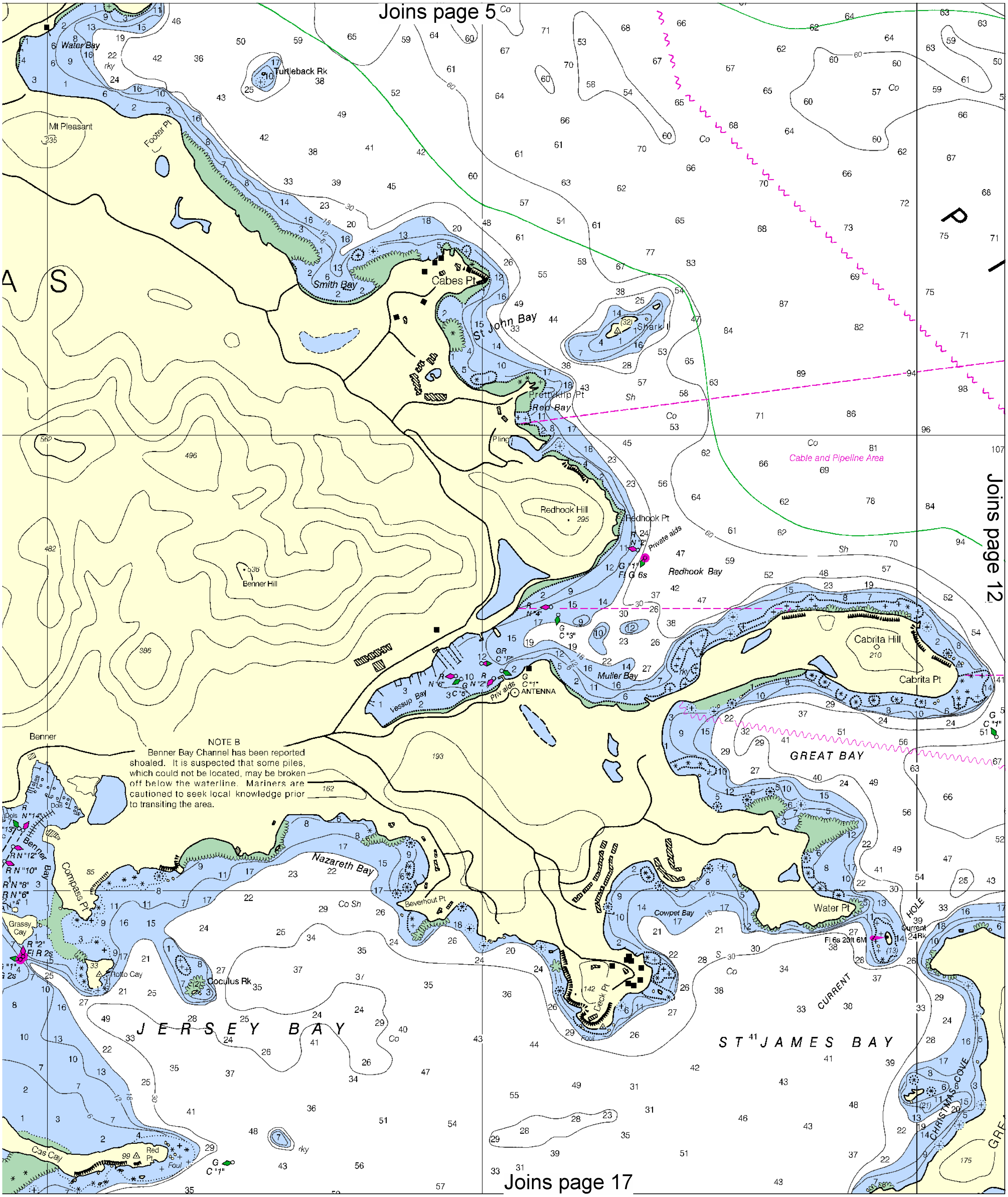
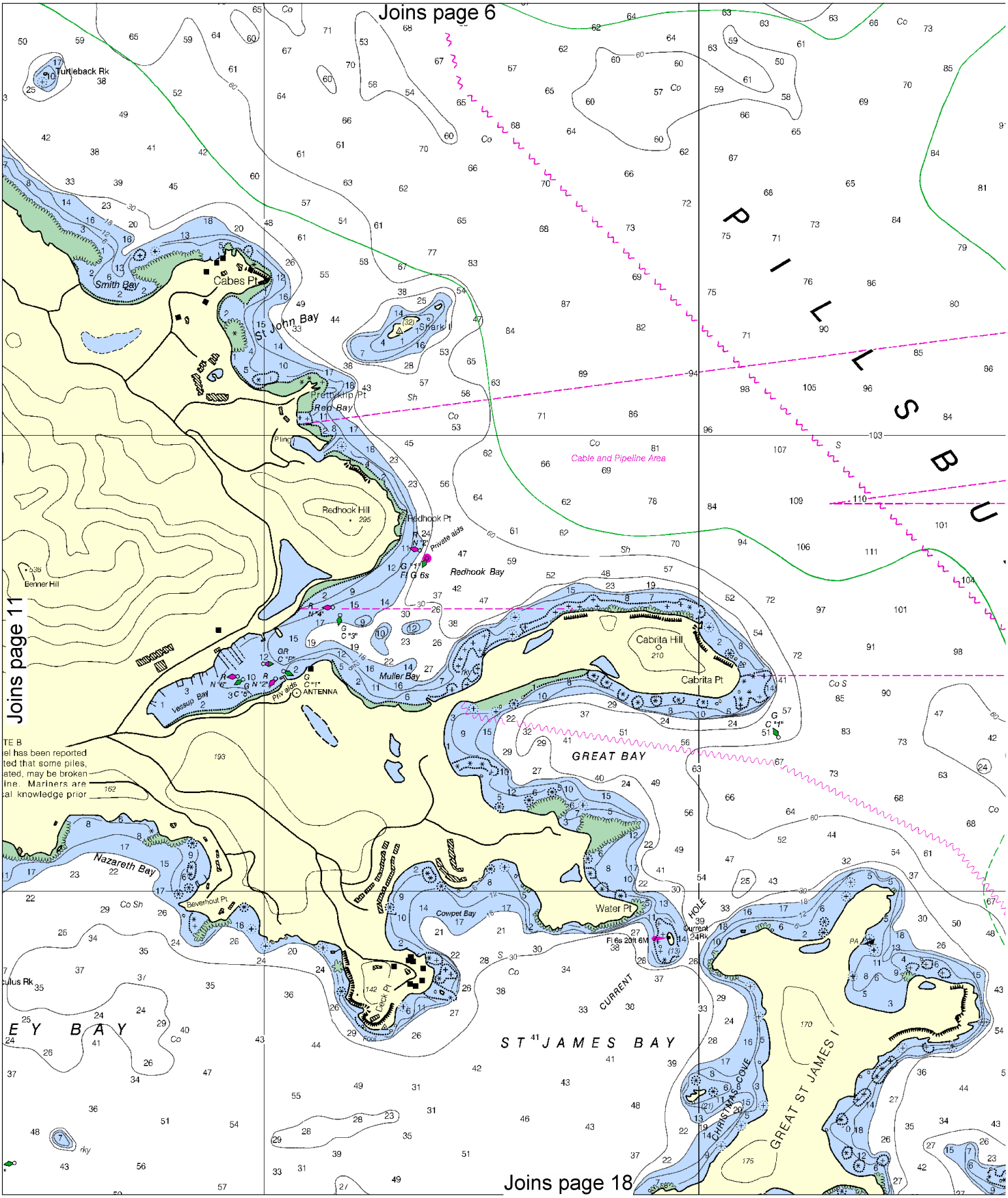
Nautical Miles
0 1

Yards
500 0 500 1000 1500


Joins page 5
Joins page 12
Joins page 17
Water Bay
Turtleback Rk
Mt Pleasant
Footer Pt
Smith Bay
Cabes Pt
St John Bay
Shark I
Prettyklip Pt
Red Bay
Cable and Pipeline Area
Redhook Hill
Redhook Pt
Private aids
Redhook Bay
Fl G 6s
Benner Hill
Cabrita Hill
Cabrita Pt
Muller Bay
Vessup Bay
Priv aids
ANTENNA
GREAT BAY
Benner
NOTE B
Benner Bay Channel has been reported shoaled. It is suspected that some piles, which could not be located, may be broken off below the waterline. Mariners are cautioned to seek local knowledge prior to transiting the area.
Benner Bay
Compass Pt
Nazareth Bay
Beverhout Pt
Cowpet Bay
Water Pt
HOLE
Current
Fl 6s 20ft 6M
Grassy Cay
Rotto Cay
Coculus Rk
Deck Pt
Foul
JERSEY BAY
CURRENT
ST JAMES BAY
CHRISTMAS COVE
Cas Cay
Red Pt



12

North

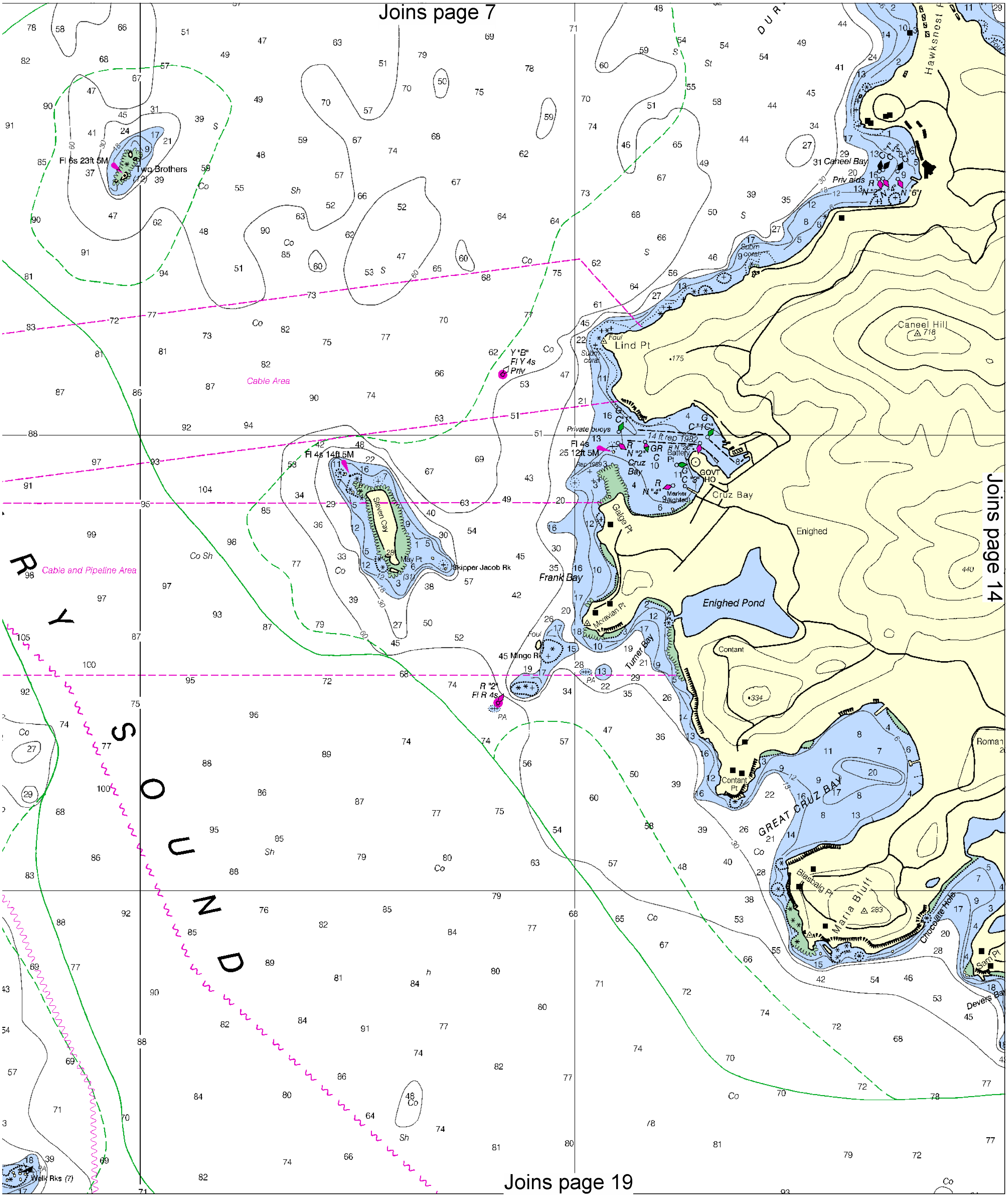
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

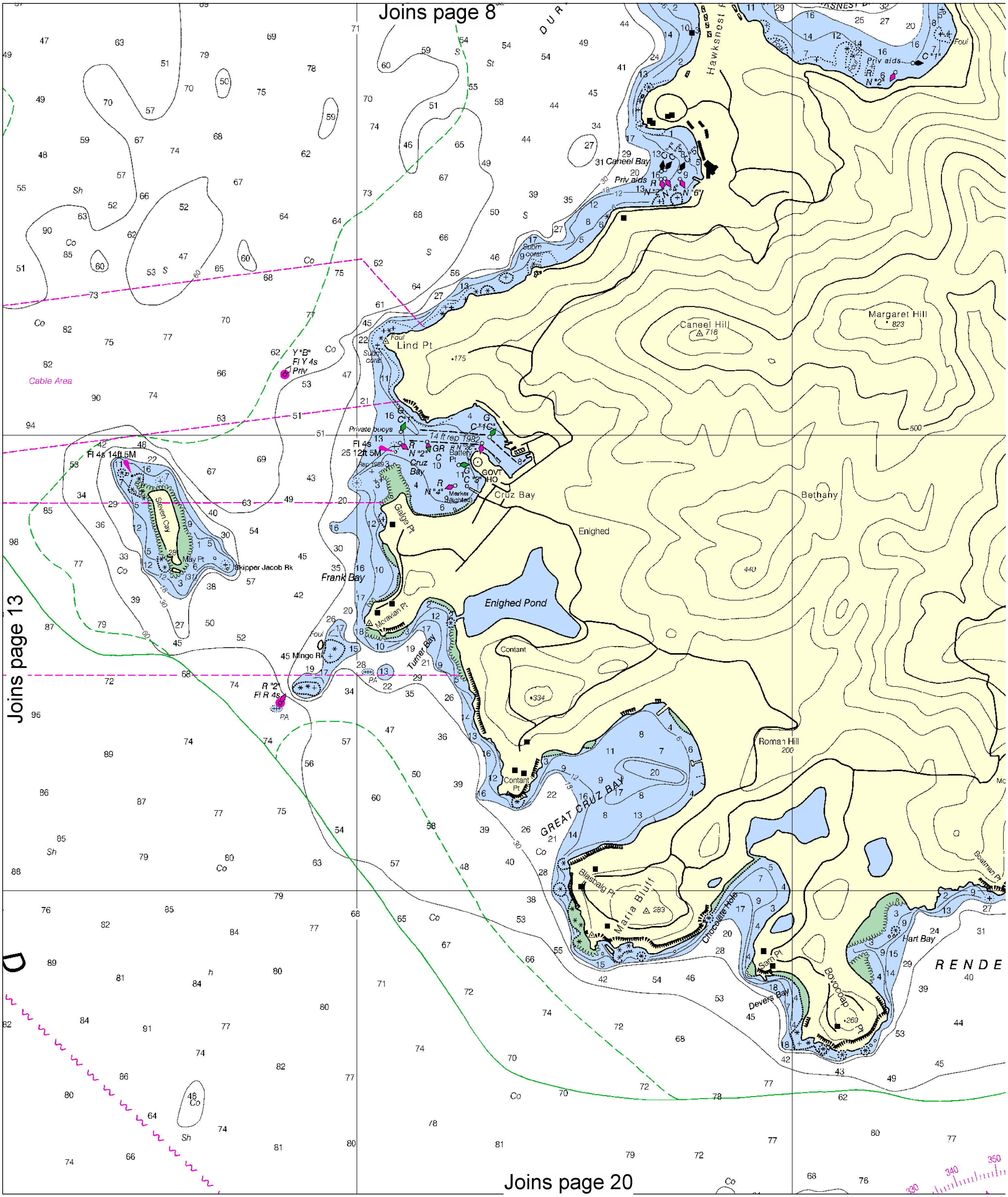
0 1

Yards

500 0 500 1000 1500


Joins page 7
Joins page 14
Joins page 19
Two Brothers
Fl 6s 23ft 5M
Cable Area
Cable and Pipeline Area
Y "B"
Fl Y 4s
Priv
Fl 4s 14ft 5M
Steven Cay
May Pt
Skipper Jacob Rk
Frank Bay
Mingo Rk
R "2"
Fl R 4s
Lind Pt
Caneel Hill
Caneel Bay
Priv aids
Hawksnest
Private buoys
Fl 4s
12ft 5M
Cruz Bay
Battery Pt
GOVT HO
Galge Pt
Enighed
Enighed Pond
Moravian Pt
Turner Bay
Contant
Contant Pt
GREAT CRUZ BAY
Blasbalg Pt
Maria Bluff
Chocolate Hole
Devers Bay
Sam Pt
Welk Rks
R Y S O U N D

Joins page 8



Hawksnest
Caneel Bay
Priv aids
Subm coral
Lind Pt
Caneel Hill
Margaret Hill
Y "B" Fl Y 4s Priv
Cable Area
Private buoys
Fl 4s 12ft 5M
14 ft rep 1982
Cruz Bay
Battery Pt
GOVT HO
Marker (lighted)
Bethany
Fl 4s 14ft 5M
Steven Cay
May Pt
Skipper Jacob Rk
Galge Pt
Enighed
Frank Bay
Enighed Pond
Moravian Pt
Contant
Mingo Rk
Turner Bay
R "2" Fl R 4s
Roman Hill
Contant Pt
GREAT CRUZ BAY
Boatman Pt
Blasbalg Pt
Maria Bluff
Chocolate Hole
Sam Pt
Devers Bay
Bovocoap Pt
Hart Bay
RENDE

Joins page 13

Joins page 20

Printed at reduced scale. SCALE 1:15,000 See Note on page 5.

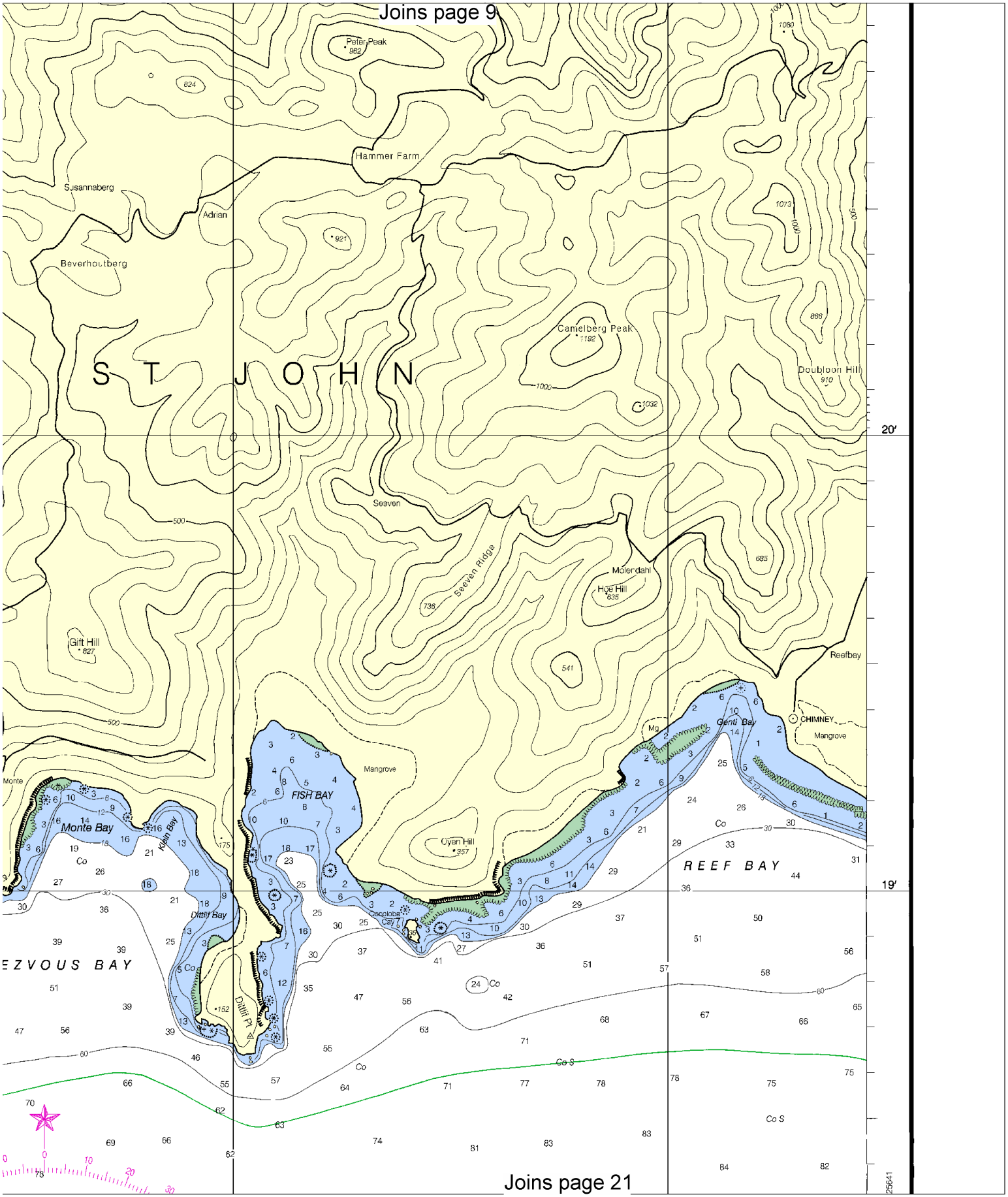
Nautical Miles

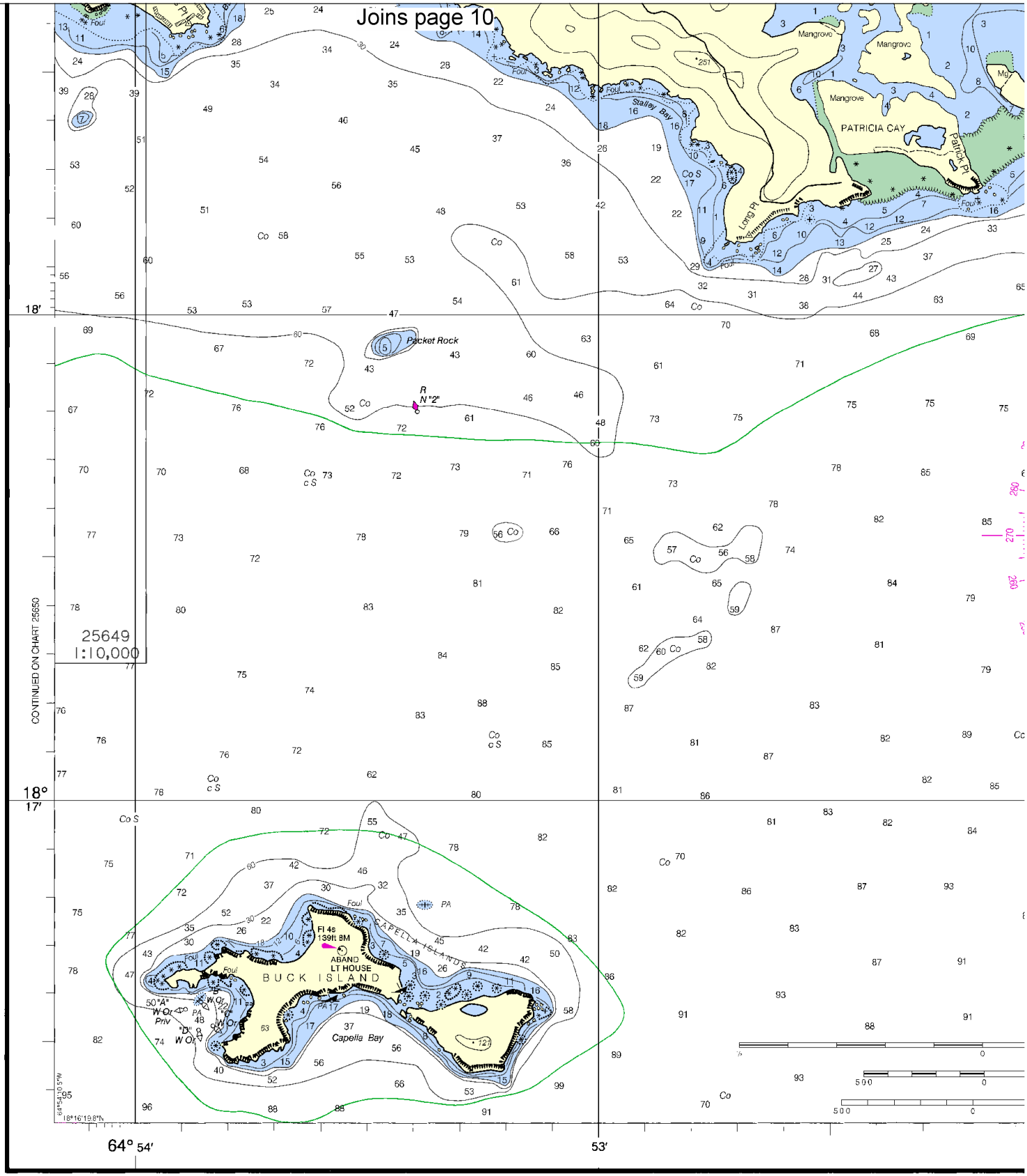
0 1

Yards

500 0 500 1000 1500

North


Joins page 9
Peter Peak
962
824
Hammer Farm
Susannaberg
Adrian
921
Beverhoutberg
S T J O H N
Camelberg Peak
1192
1032
1000
1060
1073
500
866
Doubloon Hill
910
20′
Seaven
500
Seaven Ridge
736
Molendahl
Hoe Hill
635
685
Gift Hill
827
541
Reefbay
Genti Bay
CHIMNEY
Mangrove
Mg
Monte
Monte Bay
Klein Bay
Mangrove
FISH BAY
175
Oyen Hill
357
Co
REEF BAY
19′
Distill Bay
Cocoloba Cay
EZVOUS BAY
Co
Distill Pt
152
24 Co
Co
Co S
Co S
0
0
10
20
30
25641
Joins page 21



11th Ed., Jul. /06 ■ Corrected through NM Jul. 29/06
Corrected through LNM Jul. 25/06

25647

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautic
Ocean Servic
improving this
Service, NOAA

North

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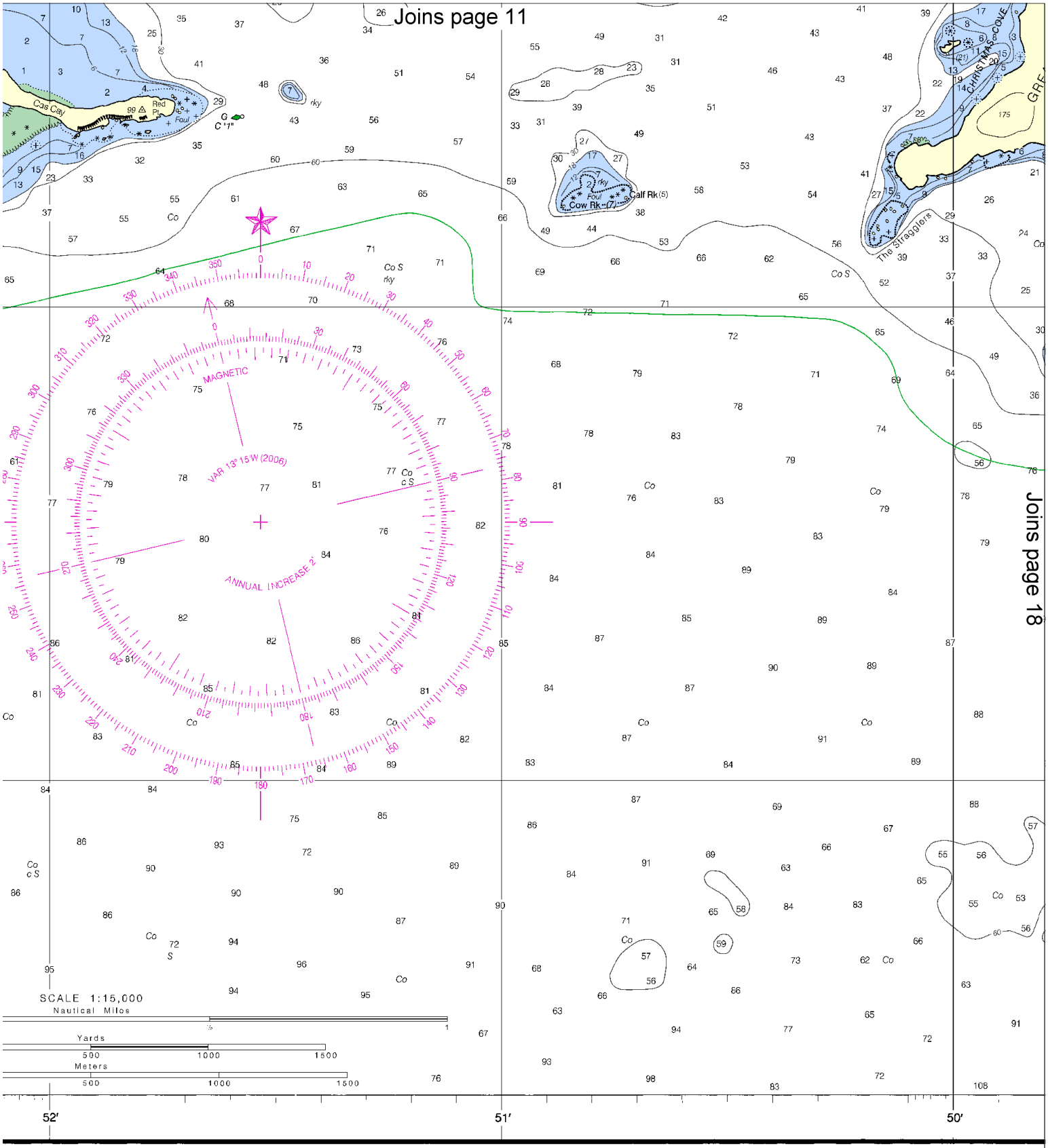
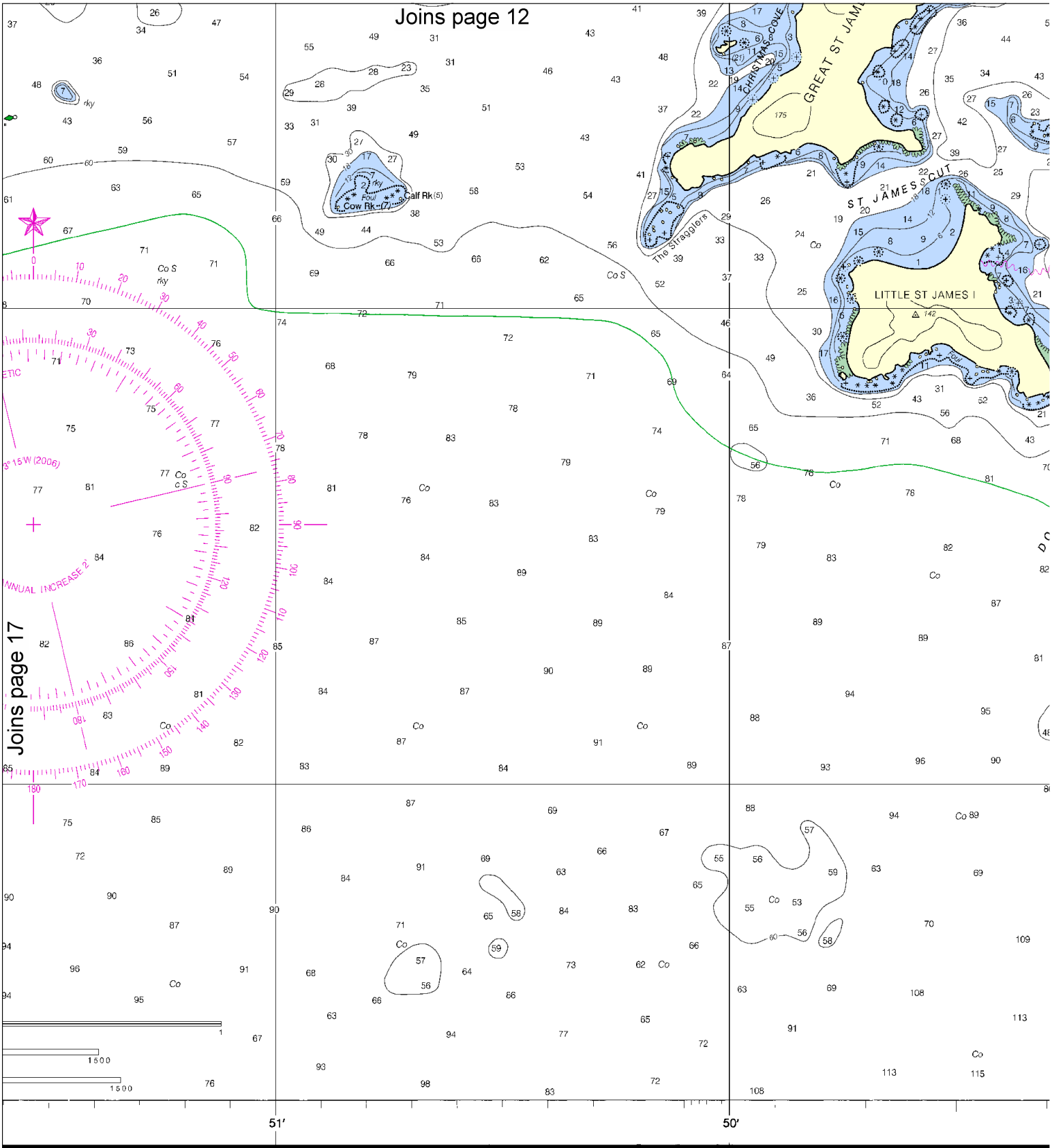
Nautical Miles
0 1

Yards
500 0 500 1000 1500



tical chart has been designed to promote safe navigation. The National
e encourages users to submit corrections, additions, or comments for
is chart to the Chief, Marine Chart Division (N/CS2), National Ocean
AA, Silver Spring, Maryland 20910-3282.

FATHOMS
FEET
METERS



FATHOMS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET	6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 … 9 30 31

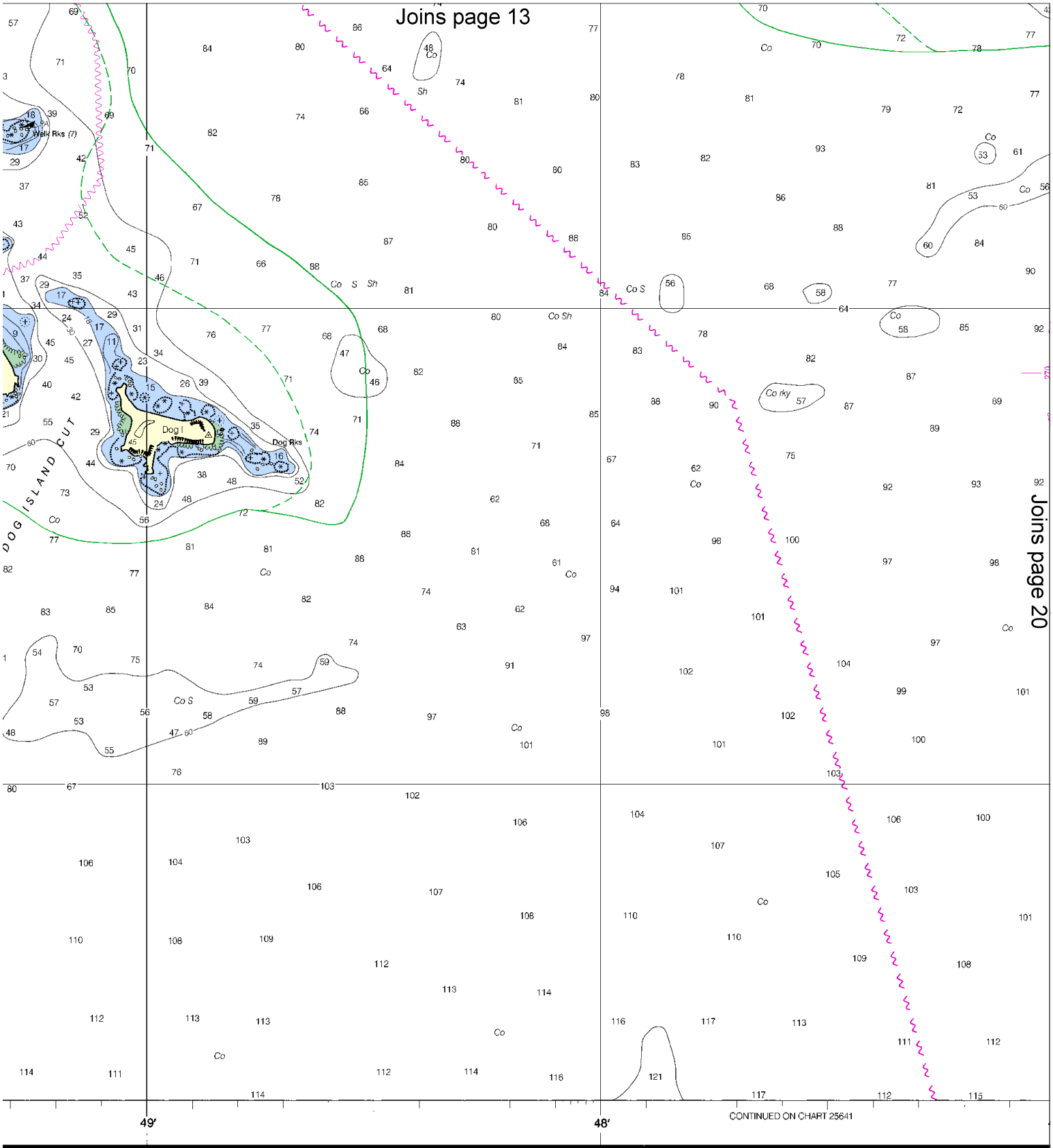
Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN S
COAST SURVE

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

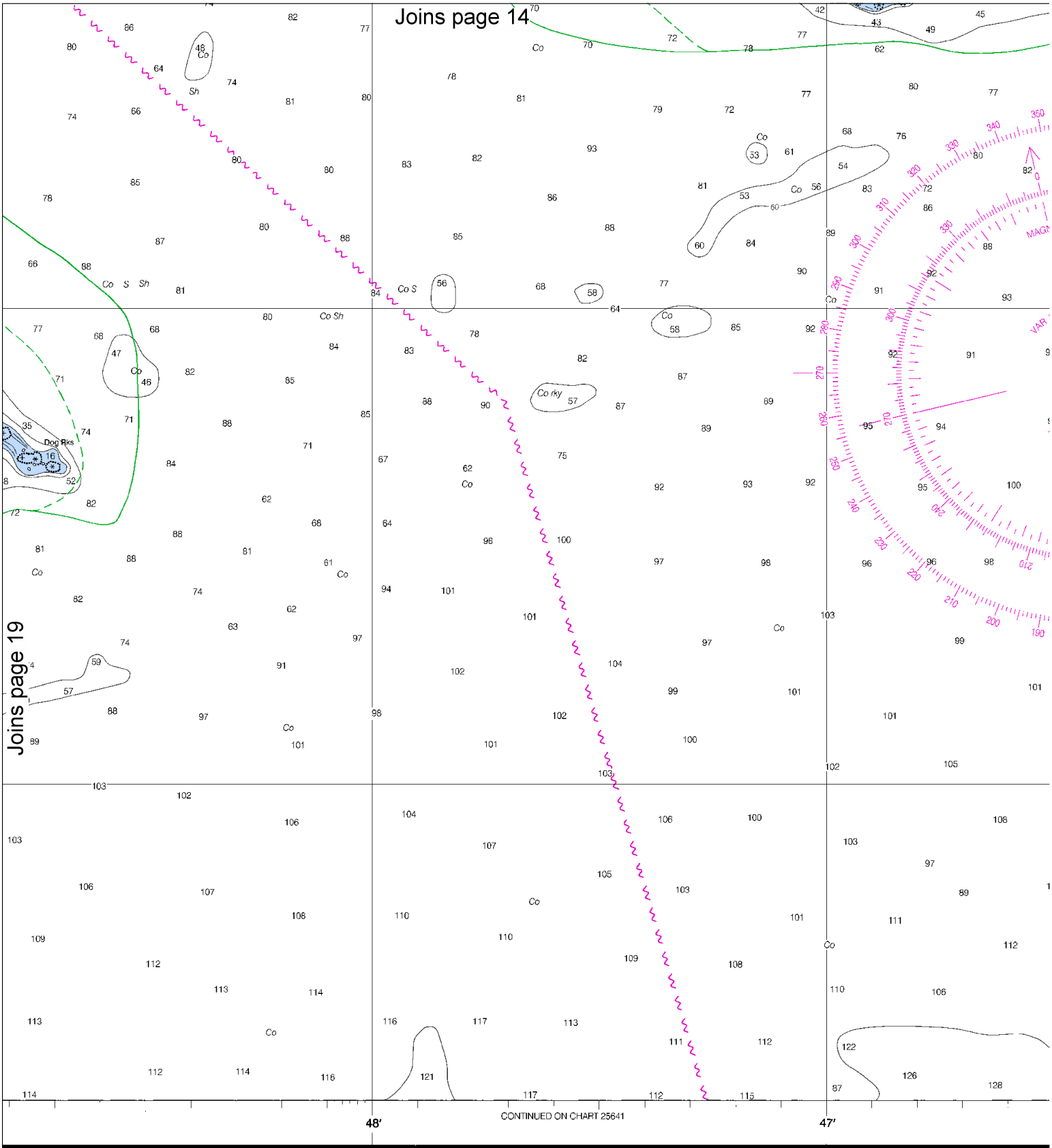


ngton, D.C.
E COMMERCE
PHERIC ADMINISTRATION
SERVICE
VEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divicer spread, place right point on 60 and left point will t with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divicer spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOU

North

Printed at reduced scale. ~~SCALE 1:15,000~~

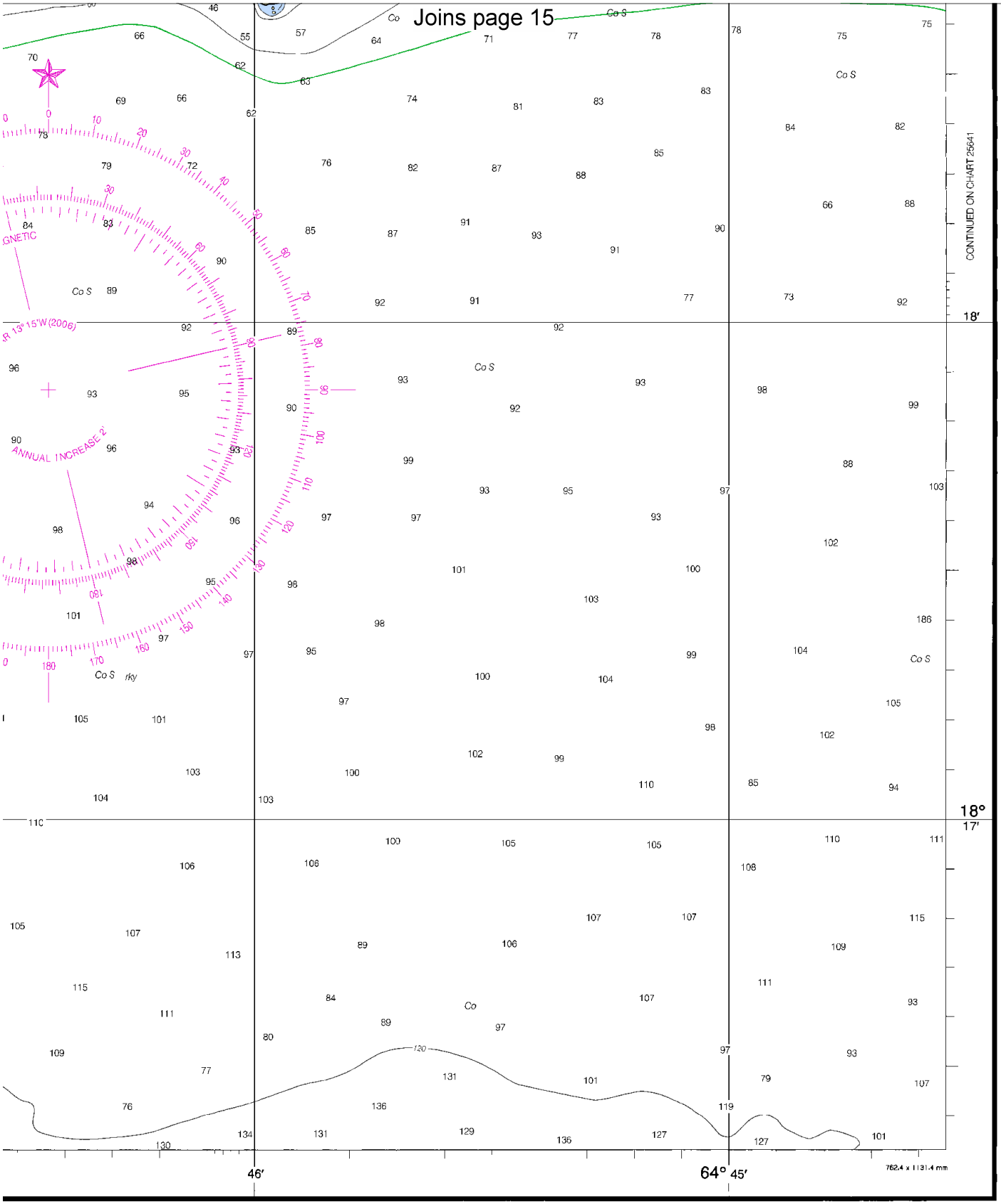
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



JNDINGS IN FEET

Pillsbury Sound

SOUNDINGS IN FEET - SCALE 1:15,000

25647

ED. NO. 11

NSN 7642014012031 NGA REFERENCE No. 25AHA25647

25647 Kapp 384

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Virgin Islands – (284) 494-4357
Coast Guard Virgin Islands Duty Cell Phone – (284) 499-0911

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.